

Havant & South Downs College

Havant College Campus

North Car Park Access

Transport Technical Note

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Structural
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Issue and Amendment Record:

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1.0 Introduction

- 1.1** This Transport Technical Note has been written by Scott White and Hookins at the request of Peter Marsh Consulting and on behalf of Havant and South Downs College (HSDC). It relates to development at the following site:

Havant & South Downs College
Havant College Campus
New Road
Havant
Hampshire
PO9 1QL

- 1.2** A site location plan is provided at Appendix A, identifying the site as a whole and the development area within the site.
- 1.3** The currently proposed development consists of the widening of the existing northern access to the north car park from Barncroft Way, so as to allow for two-way vehicular access.
- 1.4** This Technical Note will provide additional detail on what is proposed and why; the facilities are intended to serve the existing staff and student numbers and as such there is no requirement to consider traffic generation or impact.
- 1.5** Scott White and Hookins shall not be liable for the use by any person of this report for any purpose other than that for which the same was prepared by Scott White and Hookins.

2.0 Site Audit

2.1 Pedestrian Facilities

- 2.1.1 The Havant College Campus is located to the north of Havant Town Centre, and occupies a site directly to the west of the Havant Borough Council offices. On the western side of the educational campus, primary pedestrian and vehicular access points are taken from Barncroft Way, a local access road which serves a number of residential streets and which runs roughly south-east to north-west between the classified B2149 New Road and Purbrook Way.
- 2.1.2 Barncroft Way benefits from pedestrian footways to both sides; the western footway is narrower and is separated from traffic by a grass verge, while the eastern footway is wider and has no verge. Both of the vehicular accesses into the HSDC Havant Campus benefit from dropped kerb crossing points which are fitted with tactile paving, providing good and safe crossings for wheelchair users and for blind and partially-sighted pedestrians. On the opposite (west) side, pedestrian crossings have dropped kerbs but no tactile paving, for example at the junctions between Barncroft Way and Trosnant Road, Stockheath Lane and Georgia Close.
- 2.1.3 The junction between Barncroft Way and the B2149 New Road benefits from a pedestrian refuge in the middle of the minor road, and dropped kerbs and tactile paving on both sides of Barncroft Way and within the pedestrian refuge. There is no dedicated crossing between the north and south sides of New Road at this location, however there is a signal-controlled pedestrian crossing of New Road to the east of Barncroft Way. This crossing point benefits from dropped kerbs, tactile paving, a Toucan crossing facility, a central pedestrian refuge and pedestrian guard railings around the central refuge.
- 2.1.4 Further east, adjacent to the roundabout junction between New Road and Petersfield Road, there is another uncontrolled pedestrian crossing, which has dropped kerbs and "look left" and "look right" markings in the appropriate locations.
- 2.1.5 On the south arm of the roundabout (Park Road North) there is an uncontrolled pedestrian crossing with dropped kerbs, tactile paving and a central pedestrian refuge.
- 2.1.6 On the east arm of the roundabout (Elmleigh Road) there is an uncontrolled pedestrian crossing with dropped kerbs, tactile paving and a central pedestrian refuge.
- 2.1.7 On the north arm of the roundabout (Petersfield Road) there is a signal-controlled Pelican crossing, which benefits from dropped kerbs, tactile paving, a central pedestrian refuge and pedestrian guard railings around both the central refuge and on either side of the street between the roundabout and the junction. There is a gated secondary pedestrian access to the Havant Campus site adjacent to this pedestrian crossing.
- 2.1.8 There is a pedestrian footpath which runs outside the north-eastern boundary of the Havant Campus between Petersfield Road and Holybourne Road; this is also indicated as

for use by cyclists. At the southern end of the path on Petersfield Road, there is another signal-controlled pedestrian crossing, which again benefits from dropped kerbs, tactile paving, a ramped central pedestrian refuge and pedestrian guard railings around the central refuge; in this case this may partly be due to the significant level difference between the northbound and southbound carriageways.

2.2 Cycling Facilities

- 2.2.1 Other than the shared use footpath mentioned in 2.1.8 above, there do not appear to be any dedicated cycling lanes or routes in the immediate vicinity of the Havant Campus. According to the Open Cycle Map website, there are “local cycle routes” along both sides of New Road and Elmleigh Road, and the northbound carriageway of Park Road North, as well as along Civic Centre Road (between Elmleigh Road and Petersfield Road) and up the eastern side of Barncroft Way.
- 2.2.2 The latter route up Barncroft Way is not signed as being for shared use until it passes beyond the Havant Campus site, but it may be understood that this is tolerated as the footway on the eastern side of the street is of significantly greater width than usual; the signposted route north of the site crosses the “Hermitage Stream” and then becomes a traffic-free route to the east of Barncroft Way, which can be followed up to Middle Park Way, just to the south of the Park Community School.
- 2.2.3 A little further to the east, at the end of Elmleigh Road the local cycling routes connect at Leigh Road to a National Cycling Network route. NCN22 is a long-distance cycling route between Portsmouth and Bordon; it also connects Havant with locations including Cosham, Rowlands Castle and Petersfield.
- 2.2.4 There is some cycle parking within the Havant Campus, located between Blocks A and B. This is shown on the plan at Appendix B. Shower and changing facilities are available within the existing Sports Building.

2.3 Public Transport

- 2.3.1 There are two railway stations within reasonable walking distance of the Havant Campus; Bedhampton Station is half a mile to the west of the site (approximately a 12 minute walk) and Havant Station is slightly closer, to the east of the site.
- 2.3.2 The following services are typically available from Bedhampton Station:
- 1 train per hour (tph) towards London Waterloo via Guildford
 - 1tph towards Littlehampton
 - 2tph towards Portsmouth & Southsea
- 2.3.3 Havant Station is busier still, with the following typical services:
- 3tph towards London Waterloo via Guildford
 - 2tph towards London Victoria via Horsham
 - 2tph towards Brighton via Worthing
 - 1tph towards Littlehampton
 - 6tph towards Portsmouth & Southsea, of which 4 continue to Portsmouth Harbour
 - 2tph towards Southampton Central
- 2.3.4 The Havant Campus is also well served by buses; three services call directly outside the site on Barncroft Way (northbound and southbound) as follows:

Number	Route	Frequency
23	Leigh Park > Havant > Cosham > Portsmouth	6/hour in each direction, Mon-Fri; 5/hour in each direction Saturdays; 4/hour in each direction Sundays
27	Rowlands Castle > Havant > Emsworth	4/day in each direction, Mon-Fri only
37	Havant > Waterlooville > Cowplain > Horndean > Clanfield > Petersfield	1/hour in each direction, Mon-Fri 1/ 2hours Saturdays

- 2.3.5 Additional bus services call on New Road (eastbound and westbound) as follows:

Number	Route	Frequency
654	Hambledon > Denmead > Waterlooville > Havant	Schools/Colleges service
SD4	Bishops Waltham > Wickham > Fareham > Portchester > Cosham > Waterlooville > Havant	Schools/Colleges service
SD5	Gosport > Fareham > Portchester > Cosham > Waterlooville > Havant	Schools/Colleges service

- 2.3.6 HSDC takes a pro-active approach to sustainable travel, publishing on its website details of rail and/or bus travel options from the following origin points: Chichester, Copnor, Cosham, Drayton, Emsworth, Fareham, Havant, Hayling Island, Horndean, Petersfield, Paulsgrove, Portchester, Portsmouth, Southbourne and Waterlooville.

2.4 Local Highway Network and Parking

2.4.1 The main entrances to the Havant Campus for pedestrians and vehicles are located on Barncroft Way. Other than the College, this street is residential in character; opposite the site many of the properties benefit from off-street car parking. Barncroft Way has double-yellow lines to both sides indicating that parking is not permitted. On Trosnant Road to the north-west of the site, signage indicates that the waiting restrictions operate Mondays to Fridays, 09:00-15:30, except for public and bank holidays. The same times apply to Nicholson Way, to the north of the site.

2.4.2 The classified road which runs to the south and to the east of the site is the B2149, which on the south side is called New Road and to the east side is called Petersfield Road. These two roads also are the nearest ones for which traffic flow data is available from the Department for Transport (DfT). The data is expressed as Annual Average Daily Traffic Flows (AADTF).

Location, Date	AADTF	HGV traffic
New Road (2022)	16,564 motor vehicles	185
New Road (2021)	12,662	99
New Road (2020)	11,480	114
New Road (2019)	14,452	134

Location, Date	AADTF	HGV traffic
Petersfield Road (2019)	18,643	438

2.4.3 The HSDC Havant Campus benefits from two main car parking areas, accessed via the northern and southern vehicular accesses off Barncroft Way. The south car park is the larger, with capacity for 135 vehicles. Of these, 4 are disabled-accessible parking bays, 1 is an allocated minibuss bay and 10 are marked as visitor car parking spaces.

The smaller northern car park has existing capacity for 71 vehicles, including 4 disabled accessible parking bays. In addition, a hard-surfaced overspill parking area to the north-west of the artificial sports pitch has capacity for approximately another 24 parking spaces.

3.0 Development Proposals

3.1 Improved Access

- 3.1.1 The existing access to the North car park at HSDC Havant has a width of only 3.7m, which is insufficient for two cars to safely pass, and means that at peak times, vehicles entering the site are given priority while vehicles exiting have to wait at the other end of the narrow section. The affected section of carriageway within the site is currently at least 40m in length. Furthermore, if a vehicle has already entered the narrow section to exit the site, vehicles seeking to enter must wait in the bell-mouth or risk obstructing Barncroft Way. This is clearly an undesirable situation and the proposed works seek to resolve this issue.
- 3.1.2 The proposed access road will have a width of 7m, and a new widened bell-mouth junction with 6m radius will be formed on the north side of the existing access. These works have already been submitted as part of a Section 278 application to Hampshire County Council as the local highway authority. The footway within the site will also be moved by the same distance northwards in order to preserve the existing pedestrian access arrangements within the site.
- 3.1.3 The major benefit of these works will be to allow safer access and egress for vehicles to and from the North car park, and will significantly reduce any risk of vehicles having to queue within the public highway in order to enter the site.

4.0 Mitigation

- 4.1** In 2022, HSDC published their Travel to Learn (TTL) Strategy which focused on a number of measures and policies to manage travel demand; the document was written in relation to development at the South Downs Campus but it was noted that *"many of these measures and policies can and will subsequently be implemented at the Havant and Alton sites to ensure the strategy is Group wide."*
- 4.2** The following relevant student policies from the TTL will be applied to the Havant Campus:
- Reducing the need to travel through changes to the curriculum and a blended approach of remote learning and face-to-face teaching;
 - Optimising the number of days a student is on campus (so that any one student is only on-site three days per week);
 - Student permit parking, with permits only granted to learners who live further from the campus and assessed on an annual basis.
- 4.3** The parking policy which was adopted at South Downs Campus from the 2021/22 academic year onwards is that students who can travel to college within 40 minutes or less either by public transport or active modes will not be eligible for a parking permit unless their individual circumstances require it.
- 4.4** The following relevant staff policies from the TTL Strategy will be applied to the Havant Campus:
- Reducing the need to travel through the promotion of remote working;
 - Promotion of car-sharing;
 - Introduction of staff parking permits and designated staff parking areas.
- 4.5** In addition, there are some policies which apply equally to staff and to students which are relevant and will be implemented at the Havant Campus:
- Implementation of walking strategies;
 - Encouraging cycling;
 - Promotion of public transport connections; Havant Campus is very well served by public transport as noted within the Site Audit (Section 3 of this Report).

5.0 Conclusion

- 5.1** It is considered that this Technical Note sets out the details of the improvements to vehicular access which HSDC Havant College is intending to make within their site.
- 5.2** It is also considered that the report signposts the reader to mitigation measures which the College is implementing across all their sites to reduce overall car parking demand and promote sustainable alternatives.
- 5.3** Insofar as planning permission may be required for any of the proposed works, it is considered that this should not be withheld on highways or transport grounds.

6.0 Appendices

- A. Site Location Plan**
- B. Existing Site Layout Plan**
- C. Proposed Access Alterations**

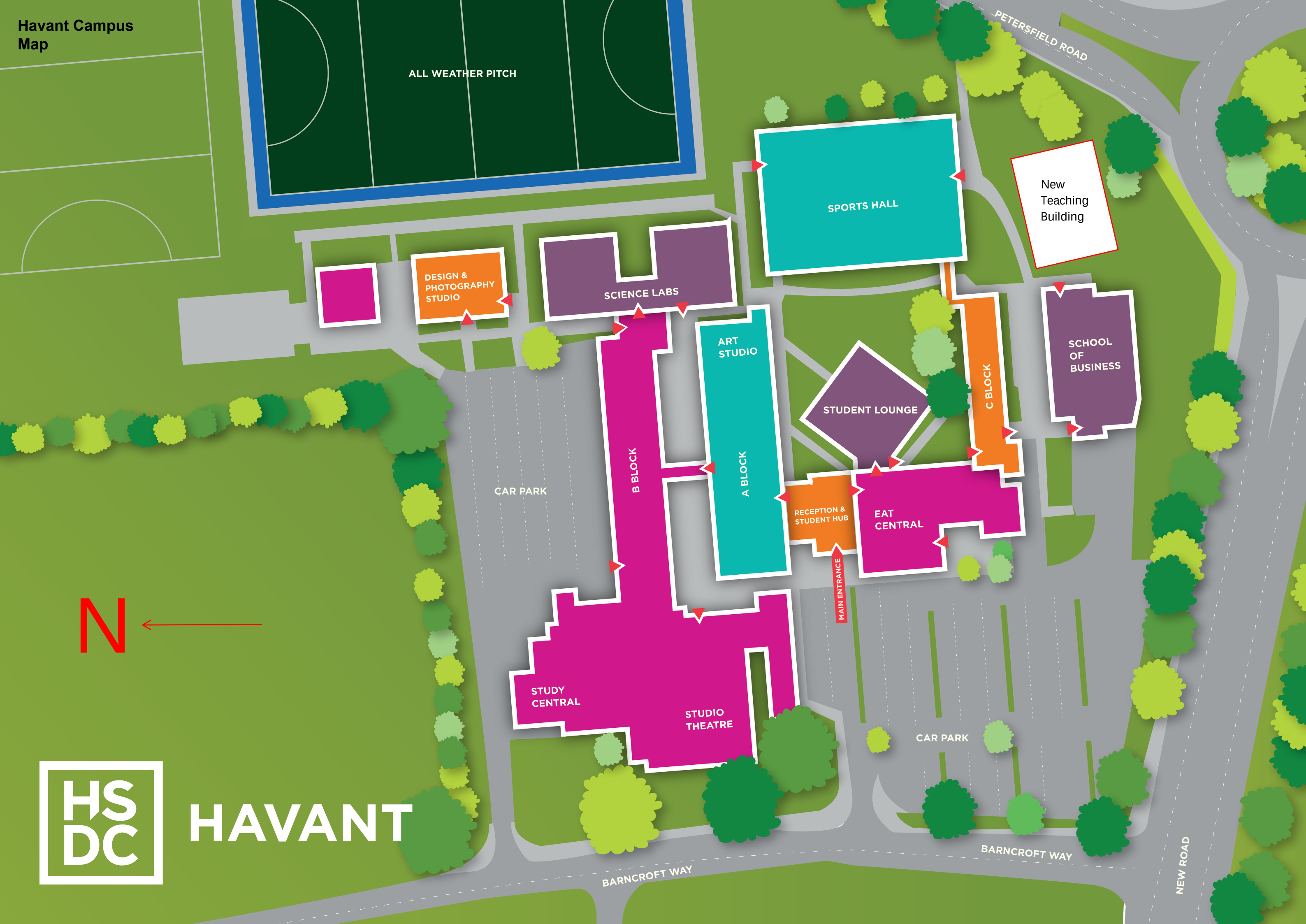
Appendix A

Site Location Plan



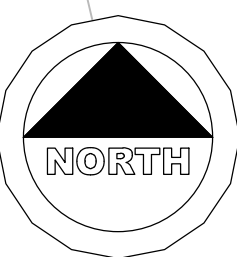
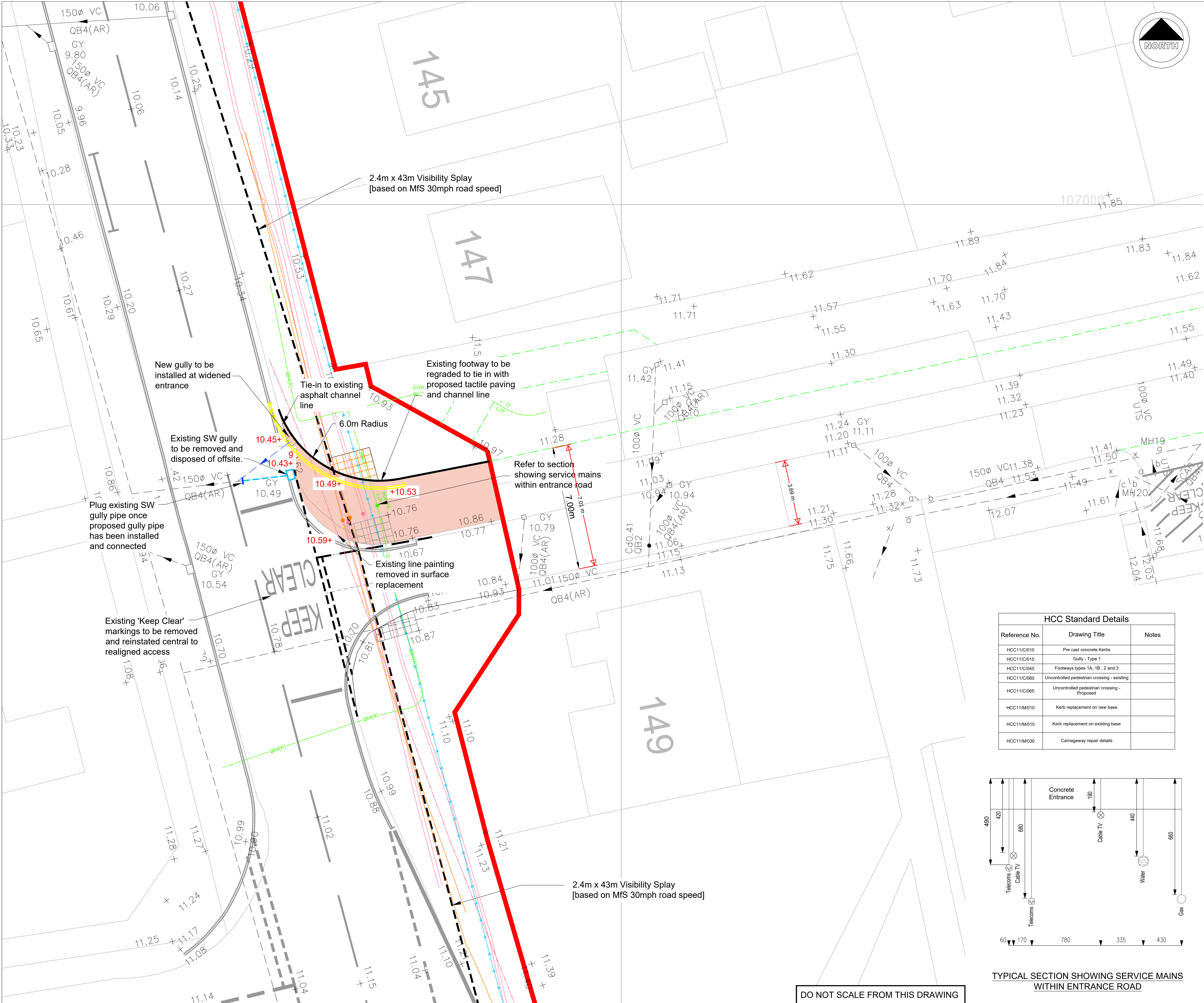
Appendix B

Existing Site Layout Plan



Appendix C

Proposed Access Alterations



- Notes**
- GENERAL**
- This drawing is to be read in conjunction with all relevant Engineers and Architects drawings and with the Specification.
 - For setting out refer to Architects drawings.
 - All dimensions are in millimetres and levels are in metres unless noted otherwise.
 - Contractor to take all relevant dimensions on site. Any discrepancies to be advised to the Engineer.
 - Contractor to check/scan for services prior to construction to avoid any damage during works.
 - OS data survey dated August 2023

- Key**
- Extent of S278 works
 - 10.49+ Proposed ground levels
 - Area of existing footway to be broken out and replaced with concrete surface to match existing to proposed levels.
 - Proposed Channel line to match and re-use existing kerbs and new level
 - 2.4m x 25m visibility splay.
 - Existing gully and connection to be plugged
 - Proposed S278 surface water gully and sewer connection
 - Existing surface water sewer with no works required
 - Proposed Tactile paving, re-use existing where possible
 - Existing Tactile paving to be removed. Any suitable paving to be kept on site for re-use. Any broken paving to be disposed of off site.
 - Existing Tactile paving to remain
- Existing Utilities Key**
- Sky Telecom cables
 - Virgin Media communications cables
 - Portsmouth Water pipes
 - SGN Gas low pressure pipes

HAZARDS LEADING TO UNUSUAL OR SIGNIFICANT RISKS DURING THE CONSTRUCTION PROCESS ARE IDENTIFIED ON THIS DRAWING AS:

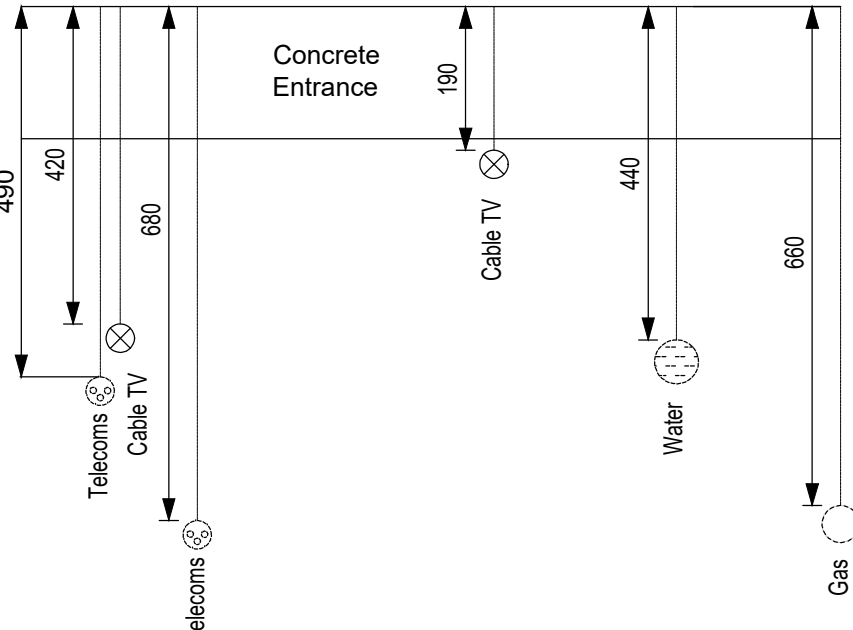
NOTE: THE LIST BELOW IDENTIFIES CERTAIN RISKS WHICH ARE DEEMED TO BE UNUSUAL, ABNORMAL OR UNEXPECTED TO A COMPETENT CONTRACTOR CARRYING OUT WORK OF THIS NATURE BUT DOES NOT COVER ALL POSSIBLE SITUATIONS WHICH MAY BE ENCOUNTERED DURING THE CONSTRUCTION PROCESS. IT IS THEREFORE THE MAIN CONTRACTOR'S RESPONSIBILITY TO IDENTIFY ANY FURTHER RISKS/HAZARDS AND TAKE APPROPRIATE ACTION.

RISKS/HAZARDS SPECIFIC TO THIS DRAWING:

- Existing buried utilities and drainage

PRELIMINARY - NOT FOR CONSTRUCTION

HCC Standard Details		
Reference No.	Drawing Title	Notes
HCC11/C/010	Pre cast concrete Kerbs	
HCC11/C/015	Gully - Type 1	
HCC11/C/045	Footways types 1A, 1B, 2 and 3	
HCC11/C/060	Uncontrolled pedestrian crossing - existing	
HCC11/C/065	Uncontrolled pedestrian crossing - Proposed	
HCC11/M/010	Kerb replacement on new base	
HCC11/M/015	Kerb replacement on existing base	
HCC11/M/030	Carriageway repair details	



TYPICAL SECTION SHOWING SERVICE MAINS WITHIN ENTRANCE ROAD

DO NOT SCALE FROM THIS DRAWING

P01	Draft - Preliminary	RD	TK	IL	30.05.24
Rev.	Amendment	Drn.	Chkd.	Appd.	Date

Project

HSDC, Havant Northern Car Park

Drawing

S278 - General Arrangement

Client

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